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Abstract

The invention mainly relates to a control algorithm which makes it possible to take into account the ambient temperature in the closed-loop control of the coolant temperature to three different temperature levels. The control algorithm is embodied here as a software program and is implemented in a logic element of the engine electronics. In order to avoid oscillations and as a result of excessively frequent changing of the closed-loop setting, the control algorithm has a hold function with which the closed-loop settings are retained for a minimum time period. New closed-loop control parameters cannot be set again until after the minimum time period has expired.